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DIARY OF A VOYAGE ON THE BARK KEOKA

NEW YORK - SAN FRANCISCO, 1849

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A Voyage from the City of New York to the City
 of San Francisco California on the Barque Reeka James
 McGuire Master the following are the names of the
 Passengers and their place of residence

Names	State	Village or City
Abel Chapin	Massachusetts	Spring Field
Jerah M Chapman	New York	Balston Spa
Daniel Adea	do do	City
William M Adea	do do	do
Charles Davis	do do	do
Edward B Seymour	do do	do
Arthur Reeler	do do	do
Peter D Van Blarcom	do do	do
William Hahn	do do	do
J P Corrigan	do do	do
W Postwick	Canada	Montreal City
James M Warner	New York	Syracuse
L R Reynolds	do do	do
William Hall	do do	Madison Co
William B Burchard	do do	do
L S Kiff	do do	Vicero
George W Davis	do do	Wayne Co
Lyman Burnett	do do	do
James Humphrey	do do	do
M Willard	Massachusetts	West Brookfield
Robert McCay	New York	Bath Stuben Co

Joel McBondie	New York	Saratoga Co.
W Thompson	do do	City
Charles G. Knapp	do do	do
J. Belcher Ray	do do	do
Luther Dwinell	Massachusetts	Bangor, Maine
Patchogue Mining and Shading Company		
Israel Green	New York	Patchogue, L.I.
W. D. Fanning	do	do do
Elias P. Overton	do	do do
Moses Hicks	do	do do
E. H. Whiting	do	do do
Thomas Mulford	do	do do
Edmund A. Terry	do	do do
Alfred R. Biggs	do	do do

Left Patchogue on Friday January 26th 1849
Left the City of New York on Monday the fifth day of February in the year of our Lord one thousand eight hundred and forty nine at four o'clock in the afternoon. we was towed down to the Sandy Hook light house by the Steamer Agar she left us with a good breeze at half past five P.M. we laid our course South East by East the wind increased as the night advanced upon us and in a very short time our trunks and other baggage was robbing from one side of the Cabin

to the other it was very amusing to see us at the supper table each man holding on the edge of the table with one hand and a cup in the other when we went to drink our tea, a sea would strike our bark and away would go our tea all over us, we did not make out a very hearty supper and it was well that we did not, for it would have been wasted, for the most of us was sea sick through the evening, I am sure that I was

Tuesday February 6th 1849

Course the same with a stiff wind and heavy sea accompanied with rain, stuck to my berth all day it being cloudy at twelve o'clock our Captain did not take an observation

Wednesday February 7th 1849

Course the same wind still blowing almost a gale very heavy sea and rain still sea sick no observation to day

Thursday February 8th 1849

Course the same wind blowing a gale, snow, hail and rain with a tremendous heavy sea, no observation I was very sick to day.

Friday February 9th 1849

Course the same, still a high sea with rain and the wind blowing a gale we was obliged to lay to at four o'clock in the afternoon we were toiled

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About in a furious manner until one o'clock the next morning when the wind abated and we again made sail and got under way our captain took an observation to day or rather our mate did for the first time since we left New York and we found ourselves in Latitude 36.54 no Longitude.

Saturday February 10th 1849

Course South East by East heavy squalls all day which made every thing dreary and unpleasant but our barque behaved her self remarkably well, still sick Latitude 36.21 no Longitude

Sunday February 11th 1849

Course the same the sun shone part of the day which made every thing have a more pleasing aspect around us we have not had the pleasure of looking at it but a very few minutes at a time since we left the city however it did not blaze at twelve o'clock therefore there was no observation taken

Monday February 12th 1849

Still on our course heavy wind and rain the wind finally increased to a Gale and we was forced to lay too a part of the forenoon but we was not detained more than two hours in this way. I forgot in my summing up on Saturday to mention that ~~that~~ a Schooner past us close under our steam on Saturday evening running West

Tuesday February 13th 1849

Course the same very heavy sea wind and rain nothing of any importance to speak of did not take an observation to day

Wednesday February 14th 1849

Course the same tremendous heavy sea wind and rain but our bark rode the seas beautifully I have been sea sick all of our voyage up to this morning so any one can imagine how agreeably I must have spent my time, all on board have suffered very much with sea sickness wet berths hard feed bad usage ill temper and any quantity of dissatisfaction, on the whole "on the", our passage so far has been any thing but a pleasant one we have not been treated as we were promised we should be before we left new york, we were there promised that we should have good provisions and every thing necessary to make us comfortable and happy but in stead of that, so far, we have had nothing to make us comfortable much more happy, and our passengers are continually finding fault about our grub. and in fact nothing has appeared to go wright and two of our stewards have not been very agreeable in stead of doing every thing in there power to please the

Passengers they have don every^{thing} to displease them when we ask for any thing, why, we never get it until a thunder clowd passes over there face and then a growl or go to hell, and even then we may consider our selves quite lucky if we get what we want, in fact they are no more fit for Stewards then the devil is for a christian but one of our Stewards Charles Charter is some pupkins he is a clever little fellow and is always good natured and ever ready to do us a favour this winds up all of our Stewards now for our cooks they are two in number and wright clever fellows they are to and furthermore they are smart active men and have seen better times then working there passage to California now for the men forward of the mast they are six in number they are also a good set of men active and industrious now for our Carpenter and Sail Maker they are very clever men and attend strictly to there duty now for our first mate the day we left new York he got pretty gloriously drunk so he was laid up for two days out, well now he is a gruff old chap to make the best of him, but since he got over his drinking follie he has attended to his duty tolerably well attho he is remarkable fond of his tod, now for our worthy second

Mate poor fellow on the morning of the tenth instant he slipped up on deck and fell on the comings around the main mast, and bruised his right hip and rump pretty bad altho he did not think much of it at the time but it has been going more and more alarming ever since and he is still confined to his bed and ther likely to remain for some time yet, we miss him about deck very much for he was a very active industrious and good natured man and more worthy of being our first mate then the one we have, god bless him, I hope he will recover but he receives very poor treatment except what the passengers do for him I shall take pleasure in speaking of him hereafter. I shall now bring our captain into the ranks a few days before we left New York it was reported that he had sprained his ankle and he was at that time confined to his bed but said that he would be all right in a few days but after we had been out to sea a few days we were then informed that in stead of his ankle being sprained it was broken so he is still confined to his bed and ther likely to remain God only knows how long, so we are now placed in rather a bad situation out upon the deep blue

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Sea duty encountering severe storms and Gales without the assistance and protection of the Captain of our ship the man to whom we have placed our lives in charge of and had it not have been for a merciful God I have no doubt but we would all been buried in the deep before now, for our captain and second mate both being unable to do there duty and our first Mate not being much more then half a man and taking into consideration that we left New York short-handed, why we have not got men enough left to work our ship with safety, and in some cases they could not have managed her with out the assistance of the passengers, well now the Captain has promised us that when we see him about then we shall have things more to our satisfaction so we will wait very patiently until he gets out and then if things are not made more agreeable we shall kick up a bloody rowe I shall now leave this subject.

Thursday February 15th 1849

Course South East by South most magnificent morning all hands on deck and feeling in good spirits fine weather all day with a fine breeze all sail set and going at the rate of 9 miles per hour

the day past off very pleasantly and we all felt quite happy and well we ought for this is the only pleasant day we have had since we left New York
Latitude 33.35 Longitude 47.48.

Friday February 16th 1849

the sun rose this morning clear and beautiful and continued so the best part of the day wind ahead course East by North no observation taken

Saturday February 17th 1849

course East by South fine day light breeze nothing of any consequence to speak of

Latitude 33.12 Longitude 44.35

Sunday February 18th 1849

wind dead ahead steering north, however we did not make much headway for we were becalmed most all day fine weather. no observation

Monday February 19th 1849

headed South by West until evening when the wind changed a little more favourable course South South East no observation

Tuesday February 20th 1849

course South east-half east quite a fine day showery in the afternoon quite a heavy sea I do not feel very well

Latitude 30.03 Longitude 43.28

Wednesday February 21th 1849

Course ~~South~~ South East beautiful day all in good health except our second mate and he does not appear to get any better. we had a light breeze all day
Latitude 28 $\frac{1}{2}$ Longitude 41.59

Thursday February 22th 1849

course South East by South fine day and becalmed at that nothing of any interest to note down
Longitude 41.13 Latitude 27.33

Friday February 23th 1849

headed South East by East fine day light wind saw four vessels which was a very pretty sight but we did not get near enough to speak any of them
Latitude 26.28 Longitude 41.07

Saturday 24th February 1849

course the same showery in the afternoon light wind saw a sail at quite a distance
Latitude 26.21 Longitude 39.40

Sunday February 25th 1849

course the same quite a good breeze showery all day
Latitude 26.33 Longitude 36.50

Monday February 26th 1849

course the same quite warm rain in the afternoon this being my birth day I had to keep rather dark for fear that I should get a whipping
Latitude 26.56 Longitude 36.50

Tuesday February 27th 1849

course both South East cold unpleasant day a good stiff breeze and as good luck would have it, it was very near fore

Latitude 24 — Longitude 26.26

Wednesday February 28th 1849

as good luck only favors us now and then why. as a matter of course we have a head wind to day headed west by South saw a sail a stern of us we had quite a sever gale in the evening and while the sailors were on the fore top sail yard reefing the fore topsail one of them fell off and fell to the deck a distance of at least forty feet the first alarm, was a man over board, when every passenger in the cabins made a rush for the deck and we then learnt that he was not over board but had brought ^{up} on deck and he was taken in to the cabin and examined and all hands come to the conclusion that there was no bones broken he felt very weak and faint and he thought that his shoulder bone was broken and on further examination we found that to be the case and it was remarkable that he was not any worse hurt but he caught hold of some of the rigging twice before he brought up on deck which made him full with

more easier than he would otherways have don. it was
a very dark night and raining at that

Latitude 27.07 Longitude 37.50
Thursday March 1th 1849.

Course the same not much wind but showering
our mate has become so much worse that there
is fears of his recovery he appears to be deranged
at times he very early this morning got out of his
bed and tried to get over board but he was
rescued and taken back again

Latitude 27.27 Longitude 35.06
Friday March 2^d 1849

wind a little more favourable fine day Wicks
and Panning set up with the mate last night
Latitude 26.46 Longitude 36 —

Saturday March 3^d 1849

Course South by East squalls part of the day and
becalmed the other part at night all hands
had a regular bumping frolic which lasted
until two o'clock

Latitude 26.22. Longitude 34.20
Sunday March 4th 1849

Course the same pleasant day two vessels
have in sight in the morning and two more
in the afternoon

Latitude 24.43 Longitude 33.61

Monday March 5th 1849

Course the same fore day light wind made
but a very little headway

Latitude 24.26 Longitude 32.56

Tuesday March 6th 1849

wind dead ahead but thank God there is not
much of it fine day

Latitude 24.31 Longitude 31.35

Wednesday March 7th 1849

Course south by East cool pleasant day light
breeze nothing to note down

Latitude 23.08 Longitude 31.17

Thursday March 8th 1849

Course the same still fine weather in the evening
we saw the moon in eclipse it looked very pretty
when it was about half covered it finely become
quite dark and remained so for about five minutes
when she shone forth in her true light again

Latitude 21.23 Longitude 30.28, 30.56

Friday March 9th 1849

Still fine weather the wind East nothing
new transpired

Latitude 19.40 Longitude 30.28

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Saturday March 10th 1849

we made our course to day South by East with
a good stiff breeze going at the rate of nine mile
per hour the day past of very pleasantly
Latitude 17.04 Longitude 30.01

Sunday March 11th 1849

Course the same fine wind the log was thrown
and we were going nine and a half knots per
hour Captain McQuine forbid Mr Donce alias
Lord Byron sitting at our table for his mis
conduct they had a considerable of a flare up
but the Captain would not allow him to take
his seat at the table again until he had
apologized for his bad conduct

Latitude 13 215 Longitude 27 30

Monday March 12th 1849

Course South South East good breeze our mate
is much worse to day mortification has taken
place and we begin to think the poor fellow
will not recover he eats but very little and
he is as thin as a skeleton, we have had a little
dog on board until to day he was brought out
by Thompson but to day he become mad so
that he raged wonderfully and he was killed
and thrown over board. we still have a little
kitten on board Latitude 10.46 Longitude 28.55

Tuesday March 13th 1849

Beautiful day quite cool making great headway wind fair and that is what we call a god send for it is so seldom that we are favoured in this way

Latitude 7.42 Longitude 28.56

Wednesday March 14th 1849

wind fair but light water very smooth therefore we get over it very easy our male has become almost discouraged he thinks that he can not get well again

Latitude 21.37 Longitude 27.26

Thursday March 15th 1849

wind still fair but light sun very hot at ten o'clock we had a fine shower which made the air feel delightful

Latitude 2.37 Longitude 27.19

Friday March 16th 1849

very light wind saw a vessel early in the morning and as we advanced towards her we discovered that she was laying to for us to run up to her and when our captain thought her in speaking distance hailed her and she proved to be an Italian 30 day from Cork and bound to Genoa he laid to in order to speak us to get on Longitude

her name was the *Hede* well now after she had got through speaking us she put on more sail and bore off from us and in the course of the afternoon to our surprise what should we see but the same craft bearing down upon us again and she gained upon us very fast and it was that moment that we all took her to be a *Pirate* she sailed beautifully and as she neared us the excitement on our vessel increased and she finely ran close along side of us but she did not show fight she nearly wanted to know something more about our Longitude we were then very near the line Latitude 57, minute Longitude 27

Saturday March 17th 1849

most magnificent day wind light and the sea as smooth as a mill pond the sun shone beautiful but rather hot the supposed *Pirate* still in sight cross the line at eight o'clock this morning well now it is an old practice with sailors to have some sport on the day that they cross the line in the way of old Neptune making his appearance and shaving those that have never crossed the line before I will now give a description of the articles used for shaving on this occasion, a bucket of Tar and

Shush are used for lather as a substitute for soap
and a bunch of oakum is used for a brush and
a peuce of iron hoop with teeth filed in it
is used for a razor, well now at ten o'clock
we were all summoned forward to see old father
Neptune make his appearance over the bows of
the Keoka and the first report that we heard
from him was spoken through a speaking
trumpet, "bark, ahoy," where are you from
and ^{where} are you bound, then one of the sailors on
deck answered that we was from New York
and bound to San Francisco California and
then old Neptune was asked to come on bo-
ard so he made his appearance and an other
such a looking customer we have not seen
since we left New York and I have never
seen but one there to match him and he
has often been taken for the Devil, he had in
one hand a speaking trumpet and in the other a
harpoon and such looking close could not be
found any where else, the old fellow asked if
there was any of his children on board when
he was answered that there was well says Henry
business here this morning is to collect a small
tribut from you all so he was asked what
it should be. and he said a bottle of Siquor

or three Dollars in cash or be shaved with the
instruments here to fore spoken of so all but four
on board either handed over a bottle of Signa
or three Dollars in cash well now as a matter
of course those that did not pay up had to be
shaved so that first one brought on was Mr.
Willard. well now of all the operations that I
ever saw this took the lead after he was sea-
ted the barber tied a handkerchief over his
Eyes and then sathered him with the tur and
shush before mentioned and then that was
scraped off with that awful Iron hoop which
was called a razor well now when they had
got through shaving him the barber placed
a speaking trumpet to his mouth and
told him to speak to old father Neptune
and as he spoke the barbers made throw
a whole bucket of salt water in the trum-
pet which went into his mouth and all
over his head, so this ended the farce with
him and it was nearly amusing to see him
puff and blow, the other three Mr Chapman
an, Condee and Smikes were served in the
^{same} manner, this Mr Condee, alias, Lord Byron
presented his bottle but some one thought
that it was not Signa and on examination

the article proved to be tar water so he received a pretty severe shave for the insult to old father Neptune, well now taking every thing into consideration we had any quantity of sport and the day past off first rate - at twelve o'clock we were in Latitude 18. Minutes South Longitude 28.03

Sunday March 18th 1849.

Course South South west fine day light wind and very warm

Latitude 1.39 Longitude 7.26

Monday March 19th 1849

Course the same fine day had a shower in the morning and an other one in the afternoon the wind breezed and we went ahead finding that suspicious bark was again harrying us for us we run close along side of her our Captain spoke her and asked her Captain if he had any wine on board and he said that he had so we lowered our small boat and six of men took three demijohns and went on board of her and returned with five Gallons of wine the Captain would not take any pay for it, and he said that he was out of tobacco and our men told him to run

along side of us and we would throw some on board for him so he made sail again and run close along side of us and we threw quite a tub of tobacco on board of him he thanked us very kindly and then we parted we presume to meet no more

Latitude — Longitude —

nd Tuesday March 20th 1849

Course South South West run into the trade winds had a fine day and very good breeze

Latitude 21,38 Longitude 30,12 —

Wednesday March 21st 1849

Course the same good wind beautiful day our Captain made up his mind that he should go into Bahia in stead of Rio so we had quite a break out we were all down on that arrangement for we had given directions for our letters to be sent to Rio, and we all feel anxious to hear from him but we think that we shall talk him out of this idea

Latitude 6,48 No Longitude

th Thursday March 22nd 1849

Course the same beautiful weather and fine wind, we raised fifty dollars to give to the Captain if he would go into Rio Janeiro

however he would not take the money and it was well for him that he did not take it for we were promised in New York that we should stop at Rio de Janeiro and when a man once makes up his mind that he is going to a certain place why there is where he wants to be landed.

Latitude 9.09 Longitude 32.27

Friday March 23rd 1849

Course the same beautiful weather fine wind making good headway our second mate supposed to be dying he looks miserable

Latitude 11.26 Longitude 33.08

Saturday March 24th 1849

Course South South west good wind most magnificent day threw the log in the evening and was going eight knot

Latitude 13.59 Longitude 34.15

Sunday March 25th 1849

Course the same good stiff breeze commenced writing a Letter to my Wife and Daughters the weather very comfortable it was a little cloudy at twelve o'clock therefore we could not take the sun but according to the Captains calculation we were in Latitude 16.26 Longitude 35.25

Monday March 26th 1849
 Course South South west becalmed the day
 was pleasant but very hot.

Latitude 18.45 Longitude 36.20

Tuesday March 27th 1849
 Course the same still becalmed clear
 and hot caught a shark but lost him
 again in trying to get him on board
 Latitude 19.31 Longitude 37.05

Wednesday March 28th 1849
 Course as above we are yet becalmed
 and it is very warm having caught
 a small shark

Latitude 20 Longitude 37.46

Thursday March 29th 1849
 Course the same caught a light breeze in
 the morning but it was not long to be so
 for at ten o'clock we were again becalmed
 in the afternoon we discovered two sails
 in sight

Latitude 20.39 Longitude 38.07

Friday March 30th 1849
 Course South west by South still becalmed
 and very hot saw a schooner just before
 sun rise not but a short distance from
 us at ten o'clock we saw them lower

there small boat and in a very few minutes
 they were along side of us the company that
 came on board proved to be the Captain and
 supercargo one passenger and four sailors
 the schooner's name was the Taemont Captain
 Collins fifty days from New Bedford and
 bound to San Francisco California with twen-
 ty three passengers, one of them was Mr Weaver
 from Fall River an acquaintance of mine
 the Captain gave us some very good inform-
 ation about California he said that he had
 been there himself, he has been an old
 whaling Captain, said that he had been
 around Cape Horn six times, he remained on
 board about two hours when he left for
 his own castle which was a very fine look-
 ing Schooner of 279 tons well now they had
 not been gone from us more than half an hour
 before the wind breezed up and they struck
 off one direction and we an other and in a
 short time we were out of sight of each other
 and at one o'clock we had quite a heavy
 shower at nine in the morning we saw
 a Steamer at quite a distance running tow-
 ards Rio

Latitude 21 Longitude 88.59

172-27 Saturday March 31st 1849

Course west by South saw land at seven o'clock this morning at a distance of about sixty miles at sun set we were within a boat six miles of the shore and now is the time that I saw some tall mountains there was one in shape of a Sugar Loaf which was supposed to be two or three thousand feet high and there were others very near as high they looked most magnificent and we all felt rejoiced at the sight of land for this was the first that we have seen since we left the Sandy Hook light-house which was fifty three and a half days ago the day was pleasant and every thing past off agreeably

Latitude 21.19 Longitude 40.12 —

Sunday April 1st 1849

Course South South west beautiful morning land still in sight and nearly opposite Cape St Thomas saw quite a large city or village and any quantity of shipping in the harbor saw two vessels bound on the same course that we was we had to beat all day in order to clear the cape

Latitude 21.37 Longitude 40.15

Monday April 27th 1849

fine morning wind ahead we soon caught a dolphin weighing about 25 pounds he looked beautiful when he was dying at 8 am soon we was favored with a fair wind and a good stiff breeze at that made nine knots per hour at twelve o'clock at night we were all curled on deck to see Cape Rio Light house and a beautiful sight it was too the moon shone very brilliant and the light being a revolving one and situated on a very high mountain made it look sublime this light is about sixty miles from Rio de Janeiro taken

Tuesday April 28th 1849

this morning we were standing west by north in sight of the light house at the mouth of Rio harbor this light house is situated on a small island about twelve miles from the city of Rio Janeiro well above the entrance to this harbor but the shine off of any thing that I ever saw before in the way of mountains they were beautiful and I am sorry to say that it is not in any power to describe them they far surpass any thing on the north River

I must now say something about the vessels that was going in and out of this harbor in the first place there was two ships two Barks two Schooners and one Brig bound out to sea and in the next place there was fourteen vessels bound in, they were ships Barks Brigs and Schooners and we were all very close together at one time there was ten of us laying abreast of each other which was the prettiest sight that I must ever saw, the reason of us being so close together was on account of the wind being very light and the current running out very strong we lay in this way for about six hours, when we happened to get a little advantage of the others and run inside of the fort one of them was the Bark Tono fifty five days from New Orleans and bound to California with thirty nine passengers on board another one was the Bark Lucile fifty nine days from New Orleans and bound to Rio De Janeiro the fort a little ways up the bay is beautifully situated and it is a custom here to have a man placed at the top of the fort in order to speak even

Vessel that enters the harbor just as we get in side of the fort we come very near going a shore and I think we should went ashore had the Captain not have don just as he did that was to lower the small boat and man her to pull her bows off from the shore they worked for about two hours and finely got her far enough off from the shore and let go the anchor for the night the man at the fort sung out to us not to lower our small boat but our Captain did not obey his orders they wanted us to let go our anchor but our Captain knew his own business therefor he did not let go the anchor until he got ready. we all made great preparations this morning for going a shore where we expected to have landed by twelve o'clock to day but it is now night and we are not there yet, but all the vessels that was in company with us to day except one have drifted out side again there fore we consider our selves quite lucky that we are no worse off then what we are we have had a splendid day and the scenery has been so magnificent, we have enjoyd our selves remarkably well, as for my

part I can cheerfully say that I never passed a day more delightfully in my life unless it was with my darling little family. God bless them I hope they are in good health we are now about six miles from the city so I shall retire to my bunk and lay up for the night with the happy thoughts on my mind that we shall have the pleasure of taking a run on shore to Morrem, I hope it may be so.

Wednesday April 4th 1849
 we weighed anchor this morning about ten o'clock but the wind being very light we did not make much headway but we arrived at our anchorage at two o'clock P.M. and we landed in the city of Rio Janeiro at four P.M. making just fifty eight days since we left New York well now if there ever was a happy lot of fellows in this world we enjoyed a portion of that happiness as soon as I got on shore I made for the Post Office to see if I could hear from home but I found no letter there for this child the most of our passengers remained on shore all night but at eight o'clock I made for the Bark Hecke some of our

Passenger was not on shore but a very short
 time before they were pretty gloriously drunk
 Rio is in Latitude Longitude

Thursday April 5th 1849

Before I undertake to give a description of the
 City of Rio I shall mention the proceedings of
 Captain McQuire well now before we arrived in
 this port there had been a considerable of con-
 fusion and disturbance on board of our bark
 in the way of finding fault with our feed
 and the manner that it had been served up
 for us and the impudence of our head Steward
 and so forth, and the principal fault finders, was
 Mr. George W. Thompson, Luther Swinel and Thos.
 Belcher Ray, it also appears that this, Ray,
 and Thompson had taken from the Barks hold
 two Boxes of wine belonging to Mr. Warner of
 Syracuse which in New York would be called
 stealing, Mr. Swinel and the captain had quite
 a flair up on the morning that we arrived
 here, and on the strength of what had taken
 place Captain McQuire made up his mind
 that if it was possible he would leave
 those Gentlemen in Rio so he made a pro-
 test against them to the American Consul

to have them put on shore for there bad conduct on there passage from New York and the Consul granted his request and they had to remain in Rio and Mr. Thaupt belonging to the company remained with them but had they been men of good character they could not have been left there for fault finding for God knows they had good grounds for that but they were all gamblers and that together with stealing Mr. Warner's wine was satisfactory enough to the Consul that they were bad men.

I shall now mention what became of our second mate, some four or five days before we got in port he had shown some signs of recovering which was unlooked for by all on board but the day that we arrived in Port he felt quite smart and in fact his wound looked a great deal better and he had finely made up his mind that he had an equal chance to recover and it is my opinion that he would been well long before now if he could have had a good Doctor to attend to him, to day Captain McGuire sent of board the Brig Perry one of our man of war for there Physician to come

and see him and he came on board of
 Dair and examined his wounds and said that
 with good attendance he would recover, and
 on Friday the 6th Inst he was sent on shore to
 an English Hospital there to remain until
 he gets well providing his life is to be spared
 him I hope it may be so, Walter the sailor
 that fell from the fore topsail yard was also
 sent to the Hospital but not at the same one
 that the Mate was Captain McGuire had to
 leave sixty dollars at the Hospital for the Mate
 but nothing for Walter

Friday April 6th 1849

I shall now undertake to give a slight descri-
 ption of the City of Rio, de Janeiro but before
 I proceed with this I shall state what was
 going on when we arrived in this City it
 appears that this is a Catholic Government and
 that they do nothing for forty days in succession
 but celebrate the different holy days, they attend
 Mass Every Morning, and the morning that
 we arrived there, they commenced celebrating
 the Birth day of the Queen of Portugal by firing
 a national salute from there three forts and two
 men of War one of them being their ship of flags
 making altogether 105 Guns when we went on

Shore we found them in full procession and it was very amusing to see these manner of marching, negroes and the white all assemble together and these officers or head men which ever you please to call them, some fifty in number, carry with them each a roman candle which is about five feet long and on fire at that or rather they are lighted, they march about in this way from one church to another and from there to the Emperor's Palace and so on the reason why they celebrate the Queen of Portugal's birth day is because she is sister to the Empress here, I have had the pleasure of seeing the Emperor and his Wife. He is a very fine looking man twenty three years old and she is any thing but pretty they were dressed beautifully I saw them in there Cathedral that was ornamented in a most magnificent stile and as I had never been in any thing of the kind before, I was very much interested with the sight but I did not think much of there processions, it is amusing to look at them for a short time but there is so much circularity about there performance, one will soon get tired of them I should wish the devil had them if I had to be with them forty days

The City is situated about ten miles back from
 the Atlantic Ocean. fronting a beautiful Harbor
 at the foot of a range of mountains, there
 are some quite fine Houses and Stores but as a
 general thing the buildings are very ill shape
 and odd looking. Stores very narrow with small
 front doors. altho they do a very good business and
 they make use of some very fine goods. There streets
 are very narrow. There side walks are also narrow
 in fact the city is miserably laid out but when
 you come to look at the men that laid it out then
 it is not to be wondered at for they are a rough
 looking nation altho they have treated the am-
 ericans remarkably well the Emperor gave
 orders that the Americans going to California
 should have the privilege of going where
 and doing as they pleased, and I can safely
 say that they have taking all the privileges that
 has been granted them, and I must say that
 what I said of ^{the} Brazilians they conducted them-
 selves in a much more respectable manner
 than the Americans did for I did not see one of
 them intoxicated but I did see any quantity of
 our people very much excited with Siquor
 but a man after being out to sea fifty Eight
 say does not hardly know how to behave himself.

when he gets on shore, I believe that I have
 rather got of the track, in describing the city
 well now a short ways up from the shore is
 a large square called Palace Square in that is
 quite a large fountain which is supplied
 with water from the mountains back of
 the city and the whole city is supplied with
 water from this fountain and it is amusing
 enough to see the Negroes come to this fountain
 after water you can see at once some fifty of
 these blacks each with a ten Gallon Keg on there
 heads coming after water each negro fills his
 Keg puts it on his head again and starts off
 with it pretty much every thing that is carried
 in this city is done by these blacks and that
 is carried on there heads it makes no difference
 how light or how heavy the article I saw
 one fellow carry three Empty Beer Bbls on his
 head and at an other time I saw about forty
 of them carrying coffee each man with a bag
 containing at least 160 pounds, where there
 is so many negroes it is quite natural that there
 should be some menches and there is no lack for
 them here they can also be seen carrying water
 and other luggage, well now in front of
 this fountain is the Market and there you

can see any quantity of fish onions and fruit
but of all dirty looking places this takes the
bend it is not exactly Washington or Fulton
Market in New York, on the upper side of
this palace square, is the Emperors Palace which
is a very long building and pretty wide to
and attached to this is three churches and
they are so arranged that when he wishes
to go into one of these churches he can do
so without going out doors I expect he thinks
himself some pumpkins these buildings and
churches of his form a triangle which makes
them face on two sides of the square
There is no docks to this city like New York therefore
the vessels all have to anchor off in the
stream which makes it very unhandy
for vessels loading and unloading merchandise
but there is any quantity of small boats
to carry passengers and freight and they are
almost as bad as the hack drivers in New
York we live all of two miles from the
city, so it makes it rather unhandy to get
on shore when you wish, up back of the
city is some beautiful gardens and orange
groves and also country seats they have
a beautiful view of the harbor

Saturday April 7th 1849

To day our company all went over to Rio Grande a distance of 54 miles across the Bay from Rio this is the residence of a great many merchants doing business in Rio and here we saw some of the most magnificent gardens that I ever saw in my life you could see flowers of every description and they were beautiful with out description they were surrounded with marble or granite and then the Orange Groves that we saw over here was an enough to make a man want to buy a plantation here at once there is most every kind of fruit here that will grow at the north besides more then a hundred different kinds that will not grow at the north we had a long cruise over there and it was very hot but we got well paid for our trouble it took us very near all day to complete our journey we went over in a small steamer and returned in a sail boat.

Sunday April 8th 1849

To day we all went out to the Emperor's Garden a distance of eight miles from the city we got a small boat to take us to Bota Bota

which was five miles of the eight that we had
 to go, the other three miles we walked the sun
 extremely hot and we got pretty tired of our
 journey before we arrived at the Gardens, but on
 our arrival there all displeasure passed away
 for we saw here what we had never seen before
 two hundred acres of ground laid out, in,
 to a Garden, where could be ^{seen} flowers of almost
 every description and fruit trees of almost every
 kind. I shall name some of them that was descri-
 bed to us. I will commence with the, Orange,
 Lemon, Lime, Cocanutt, Bread fruit tree the
 Banana and the coffee tree, Cinnamon, Clove, Cam-
 phor and Nutmeg flourish in this Garden in
 all the luxuriance in which they are found in
 their native land, here also is to be seen the
 Tea plant which looked very thrifty and pretty
 this is a shrub about three feet high, we saw
 also the Madia nut, Filbert and Brazil nut
 the Almond. Allspice and Pepper, and in this
 Garden will also be found three beautiful
 fountains and a great many small streams
 running in different directions well now
 taking all of these things into consideration
 together with the thousands of rare and
 beautiful flowers and shrubs I must

Say that it is to those only that have visited this Garden that can form any idea of its beauties. These grounds were laid by the Emperor Son Pedro the first - since which time they have been enlarged and beautified by the Present Emperor Son Pedro the second,

Thursday April 12th 1849

Today our first Mate went on shore got beastly drunk and abused the captain in a shameful manner in the presence of the American Consul so Captain McBride had him discharged from the vessel so he was left in Rio so our Captain had to and did ship an other mate he also shipped two more sailors in the place of the second mate and Walter that was left in the Hospital and, Mr Mager one of the men that came out before the mast was appointed second mate, we finished up our travels in Rio today and left the city for the last time, the sailors while in port were persuaded by Thompson and his company to enter a complaint to the American Consul that our vessel leaked very bad and was

Not Sea worthy and the Consul was duly
 bound to examine into the matter so he
 sent on board two old sea Captains to
 make a survey and they pronounced ^{her} every
 way Sea worthy and capable of going
 around the world and if they were going
 the journey themselves they would not want
 any better vessel to go in so we do not feel
 at all alarmed about our Bark

^{up} Friday April 13th 1849

It appears that it is customary here for
 vessels to get a pass word from the upper
 fort in order to pass the lower one so this
 morning we hoisted our signal which was
 to show that we were ready for sea so
 an Officer came on board and gave us the
 pass word, it was, Johana, and at twelve
 o'clock we weighed anchor and got under
 way and run down below the fort and
 the wind and tide being against us we
 was drifted back again and anchored
 in side of the fort. for the night we
 caught quite a number of small fish
 and felt very much dissatisfied that
 we could not get out to sea to night.

Saturday April 14th 1849

At Sunrise this Morning we again got under way for sea and run down nearly to the fort when they hailed us and it was then that we learnt that we must have a new pass word so we had to boat ship and come to anchor some two miles in. till we could send our small boat up to the city for a new pass word which detained us for about four hours when we again got ready for sea and when we got opposite the fort, then they hailed us, and our Captain sang out, Africa, which was the pass word, so they gave us three cheers and by this time we had a head wind and tide again and after beating and bunging about all the afternoon and evening we again let go the anchor we made about six miles in about nine hours but we could not expect much better luck for starting out of port on Friday

Sunday April 15th 1849

we weighed anchor at two o'clock this Morning and again set sail for sea made our course South west with quite a good breeze

I was taken with a severe headache so much so that I did not partake of any breakfast at ten o'clock we saw a whale about twenty feet long he was very close to us at twelve o'clock the wind headed us off and we are now in

Latitude 23,27 and Longitude

Monday April 16th 1849

Course South East at half past two P.M. we were informed by Captain McGuire that the sailors forward had refused to do duty and that he was going to punish them for so doing and he said that he wanted us to be on hand to assist him in case they attempted to interfere with his mode of correction he spoke to me in particular and requested me to stand by him, so I made up my mind that there would be a general row so I loaded my pistole and prepared myself for the field of battle, and when I got out on deck I saw George tied by his wrists up to the main rigging. it appears that the captain ordered all of the men aft and selected this one to commence on and sent the balance forward again and when the

Captain ordered the first mate to give him a dozen lashes then all the sailors made a rush for the Captain one of them caught his pistol out of his hand and threw it overboard and another one struck him with something and then I rushed in and drew my pistol and said that I would shoot the first man that attempted to strike the Captain again and after some talk and the men promising to do duty the row ended the pistol that was thrown overboard was a very fine six shooter belonging to Mr. Overton, at four o'clock the wind hauled fore and we now laid our South west by South

Latitude 23, 52 Longitude now

th Tuesday April 17th 1849

got up this morning at the usual time and found our bark going along finely with a fore wind every thing on deck appeared perfectly quiet and it is hoped now that we shall have peaceable times the remainder of our voyage for God knows that we have had disturbance enough since we left New York Latitude 24, 37

Wednesday April 18th 1849

Course South west by west fore wind threw the log and we was going seven knot and from that time until ten o'clock the wind kept increasing when it was supposed that we was going at least ten knot and at half past ten the wind headed us off and all hands was called on deck to prepare for a gale and sure enough we had a gale, it continued to blow all the remainder of the day and night we had to take in most all of our canvas and we was tossed about furiously but not with standing the fury of the wind and sea our Bark met every sea as gallantly and with as much grace as a Gentleman would in meeting a Lady no observation taken to day

Thursday - April 19th 1849

headed this morning South East half East the Gale still raging and if any thing heavier then it was yesterday the sea run much higher but we ~~made~~ rode them with perfect safety quite a number of our passengers sea sick and as a matter of course I was one of the number it was considered by most all on board that the day was as rough as

any day that we have had since we have
 been out but our vessel has not been
 so well trimmed since we left New York
 as she is now therefore she rides the sea
 much easier

Latitude 27.03 Longitude 42.25

Friday April 20th 1849
 quite a change in the weather almost a
 calm at the there was quite a swell owing
 to the roughness of the weather yesterday
 we are still a considerable off of our course
 headed South East very pleasant day quite
 cool about eleven o'clock Mr Corrigan caught
 a shark and we had great sport in getting
 him on board he was about seven feet long
 we cut him open and Corrigan took out his
 back bone and the rest of us took out some of
 his teeth after we had mused with him
 for some time he was thrown over board
 and as soon as he touched the water a small
 fish called the shark's pilot that was with
 him when we caught the old fellow made
 for his buddy and as the shark sank down
 the little fellow followed he was a beau-
 tiful little fish

Latitude 27.13

Saturday April 27th 1849

wind still ahead course South East-half South
a very fine day light breeze our company held
an Election to day and I had the pleasure of
being unanimously Elected President and
J. D. Fanning Secretary and Isaac Green
Treasurer, below will be found our rules regula-
tions and by laws

Latitude 27.56 Longitude 41.55

Sunday April 22nd 1849

Beautiful morning free wind made our course South west the day past perfectly quiet until four o'clock when a small fight took place between Mr McBay and Mr Condee alias Lord Byron which lasted for about ten minutes the fight consisted of two blows from kicks and any quantity of pulling hair by both of the combatants and the fight finally ended by Mr Bay getting a black eye and Lord Byron crying enough

Latitude 28, 23 Longitude 41, 41

Monday April 23rd 1849

Course the same free wind but very light most a magnificent day I employed part of the day in making a fancy cup out of the lining of my old hat and it was decided by some of our passengers that it was some pumpkin. Thomas Mulford got up quite sick this morning

Latitude 28, 57 Longitude 42, 23

Tuesday April 24th 1849

Course the same wind light beautiful day water as smooth as a mill pond this has been a day of quietude Thomas is some better

Latitude 29 40 No Longitude

Wednesday April 25th 1849 —

Got up this morning at my usual time and our bark on her course south west with a stiff breeze but the fore wind did not stop with us long this morning, for it came out ahead and blew a Gale

Latitude

Longitude

Thursday April 26th 1849

A violent Squall this morning strong wind all day course during the morning south west in the afternoon south a vessel in sight - bound north even far might a sea gull

Latitude 32.43 Longitude 47.03

Friday April 27th 1849 —

The wind blew very strong all night and the vessel rolled so as to keep the most of us awake course during the night South nine AM wind fresh course South East at twelve noon saw an Albatross for the first weather a little warmer

Latitude 34.12 Longitude 46.09 —

Saturday April 28th 1849 —

an other Squall at half past two this morning at ten AM. weather pleasant course South South East at noon we saw an immense school of porpoises

Latitude 35.29 Longitude 45.57 —

Sunday April 29th 1849

At ten A.M. stiff breeze weather cloudy going about six knots course South west a violent storm about eleven and at twelve a squall struck the vessel very suddenly and almost drove us aback weather very disagreeable and cold the day course during the afternoon South west

Latitude 36.42 Longitude 45.07

Monday April 30th 1849

wind blew very strong last night cold and squally during the morning course South by East which gradually changed to South during the afternoon. the afternoon was beset with several rain storms about six P.M. we tacked ship and stood west

Latitude 38.07 Longitude 45.53

Tuesday May 1st 1849

the wind increased so fast last night that at eight o'clock the Captain ordered the vessel to be laid to in which position we remained until four this afternoon when the wind having moderated we again set sail I caught an albatross this afternoon he measured seven feet five and a half inches from tip to tip, has a beautiful snow white neck and

I have skinned him and intend keeping the skin until I get home again. Had a part of the breast cooked, it was very tender but had rather a strong fishy taste. we opened a keg of Port wine this evening and had quite a spree in the Bowery

Latitude 38.03 Longitude now —

Wednesday May 2nd 1849

wind as usual course during the forenoon South west by west lay to at half past one and remained so during the balance of the day

Latitude 38.03 Longitude 47.03 —

Thursday May 3rd 1849

Put on sail again at four this morning and made slow progress till half past one P.M. when we again lay to

Latitude 38.44 Longitude 47.12

Friday May 4th 1849 —

lay to until quite to three P.M. when the wind having abated we made sail again course west south west the wind still decreasing towards sun set we made more sail and we are now bounding along most merrily on our course, Amen,

Latitude 38.11 Longitude 48.04

Saturday May 5th 1849
 we had a pretty stiff breeze during the night -
 got up this morning and found ourselves
 almost becalmed course south south west - the
 wind sprung up again in the afternoon we
 had a most delightful moon light evening
 and I set up until eleven o'clock and then
 we was going along finely this is the first
 for the last seven days that I felt well but I
 feel to night like a new pin

Latitude 37.57 Longitude 49.45

Sunday May 6th 1849
 Course South South west wind quite light in
 morning and about nine am, the wind incre-
 ased and we had a stiff breeze all the rem-
 ainder of the day and night quite cold
 Latitude 38.40 Longitude 51.21

Monday May 7th 1849
 Got up this morning quite early and found
 our bark on her course and going ahead
 like a race horse the weather very cold
 we made since twelve yesterday up to twelve
 o'clock to day 192 miles at noon we altered
 our course south west half west still cold
 Latitude 40.29 Longitude 54.38

Tuesday May 8th 1849

Course South west with a fore wind. fine day water very smooth made tolerable good headway nothing very remarkable took place we found ourselves in a very heavy fog just before sun down which lasted most all night.

Latitude Longitude

Wednesday May 9th 1849

Course the same beautiful morning making about five knots per hour it is not quite so cold as yesterday the new moon made its appearance about seven this evening and most magnificent it lasted two

Latitude Longitude

Thursday May 10th 1849

This morning was rather rainy but we were amply compensated by having a glorious good breeze the afternoon was clear and pleasant today the mortal existence of our last goose was terminated the poor unfortunate female has been wandering about for the last eight or ten days wet, weary, and forlorn no doubt lamenting and fearing the dreadful fate of her comrades, till at last her sufferings was happily ended by the merciful hands of our slaughtering cook her body I am sorry

To say was committed to the fire by a young
 Nick, our cook, but we have every reason to
 believe from her quiet, sober and ladylike
 deportment while with us that her soul has
 winged its flight to these happy realms
 where good bye adieu

Latitude

Longitude

Friday May 11th 1829

Well Friday is our unlucky day we have
 had a favorable breeze all the week and
 were congratulating each other on the near
 prospect of doubling the cape when Friday must
 pop in to retard our journey last night the
 wind failed us almost completely, this morning
 shortly after breakfast, we had as violent a
 squall and hail storm as we wish to experience
 and another at noon both of which sent
 us off heading to the north it hailed quite
 smart for a short time, we had several
 squalls during the afternoon which sent us
 every way but the right way - our bird
 fishers were quite successful today having
 caught twenty three cape Pigeons and
 other birds

Latitude

Longitude

Saturday May 12th 1849

Course South South East and true course is South West and at 8 in the Evening the wind hauled so that we laid on course South West - good sea we had a fine day the wind increased and at ten o'clock we were going at a good pace.

Latitude

Longitude

Sunday May 13th 1849

this being the Lords day or rather the day that he finished every thing and rested from his work, our Cook Sackin, Charly has made a finish of our poultry and it is well for them that they have been slaughtered for they have already been shivering about for the last ten days and I am quite sure that they could not have remained with us much longer as there is no shelter for them on our back, it has been a long time since we have had any before and there was not a rough to day worth making a fur about, our plumb Duff was rather short to day Lord Byron got cheated out of his portion the day past off very quietly every one appeared to remember that it was Sunday.

Latitude

Longitude

Monday May 14th 1849

when I got up this morning I found that we were encountering a pretty severe Gale and off of our course headed South East but the wind gradually hauled until we very near laid our course at ten AM we headed west, at eleven we saw a sail at quite a distance over our starboard bow running towards us and at one P.M. she was very close to us, say one mile, when our Captain ordered our flag of Stars and stripes to be hoisted on the Mizzen peak and in return they run up their flag which proved to be an English one a full rigged ship she ran down opposite to us and went ship end stood on the same tack as ourselves but she was not fast enough for us, so we soon left her at quite a distance behind us, at sun down we was nearly out of sight of her, the weather very cold and gloomy

Latitude

Longitude

Tuesday May 15th 1849

wind ahead course west half north pretty stiff breeze and cold as the Devil heart is wicked

Latitude

Longitude

Wednesday May 18th 1849

Wind still ahead or nearly so, saw a sail
very few, nothing of importance to speak of

Latitude

Longitude

Thursday May 19th 1849

Wind still blowing a Gale laid to at one P.M.
and did not make sail again until about
twelve at night

Latitude

Longitude

Friday May 20th 1849

It is an old saying and a very true one that
there is always a calm after a blow and
that is the case with us this morning and con-
tinued so all day, in the evening the wind
breezed up a little

Latitude

Longitude

Saturday May 21st 1849

Beautiful morning fair wind course South
East - going along a very good gale in the eve-
ning the wind increased and at twelve o'clock
we were encountering a heavy Gale which
lasted during the remainder of the day and
night

Sunday May 22nd 1849

Latitude

Longitude

Heaved South East tremendous heavy seas
and the wind blowing wonderfully we was
obliged to lay to at half past nine this mo-
rning but we made sail again at Eleven
Am, when the wind and sea had both abated
and course at seven due west Mr Robert
McKay presented me a puzzle of his own
making

Latitude 49.43 No Longitude

Wednesday May 23rd 1849

our new moon this morning brought us
a good wind for which we feel to thank
God we have been going along beautifully
all day it is now six P.M. and we are ma-
king fully nine Knot nothing new taking
place to day

Latitude 50.01 No Longitude

Thursday May 24th 1849

Fine day fore wind but rather cold noth-
ing of importance to speak of

Latitude

Longitude

Friday May 25th 1849

This morning at day light we discovered
land and at sun rise we could plainly
see the snow on the mountains and we

now began to think that we was very
 near Cape Horn for we was making land
 very fast with a fore wind and blowing
 a good breeze at nine o'clock we made the
 mouth of the Straits of ^{San} ~~San~~ ^{Diego} and at twelve
 we entered them when we was half the
 way through we threw the log and was mak-
 ing eleven knots we had a splendid view
 of the Mountains covered with perpetual
 snow, and also Staten Land East of the
 Sierra del Fuego, it looked cold enough to
 see the mountains all covered with snow
 and in fact we felt the cold very much
 on board of our vessel altho the day was very
 pleasant and we was all being much gratified
 to think that we should soon be around
 Cape Horn that place so much dreaded by
 sea going men our course through the Straits
 was South East we had two quite stiff squ-
 alls while going through

Latitude

Longitude

Saturday May 26th 1849

Course South Saw a vessel this morning
 at a short distance from us off our Star
 board bow it was an American Bark we
 had squalls hail & snow through the day

At twelve last night we tucked ship and when I came on deck this morning I found that we was forced with a fore wind but not much off it made our course west and towards night the wind breezed up and at seven we was going along finely we had snow & hail through the day and a awful cold

Latitude

Longitude

Sunday May 27th 1849

Very cold the thermometer stood at -38 in the cabin cloudy and unpleasant all day wind ahead No observation snow and hail several squalls

Monday May 28th 1849

About ten last night the wind was blowing very heavy with a heavy sea and it kept increasing until two at night when it was blowing a living gale all hands called on deck to take in sails the vessel rolled so violently that it woke me up I called to Wicks and told him that our vessel was laboring very hard and we finely concluded that we would get up and see what was to pay and when we got on deck we discovered that

we were encountering one of the most severe
 sales that we had ever witnessed, as one of the
 Sailors was going past us he told us that one
 of these men was lying on the deck forward
 very near if not quite frozen to death so we
 started to hunt him up and sure enough
 we found him stiff and senseless and with
 the help of two of the Sailors we got him
 into the Cabin we worked at him until
 we finally brought him too he was up in
 rigging when he was taken it was a kind of
 a fit that he had together with being chilled
 at half past two our vessel was safely laid
 to, after we was satisfied that we could rest
 in safety we again returned to our bunks
 when we got up in the morning we still found
 ourselves in a gale and we had some
 very heavy squalls together with snow and
 hail we saw a school of whales also
 three vessels it is now eight in the evening
 and we are still lying to, heavy sea and wind

Latitude

Longitude

Tuesday May 29th 1849

At from this morning we made sail
 and got underway again and at eight
 we was forced to lie to again very heavy

Sea and wind snow hail and rain all day we saw two vessels and at five o'clock one of them a bark run close along side of us but the wind was blowing so that we could not speak her at six we again made sail and laid our course South west

Latitude 56 39 N Longitude

Wednesday May 30th 1849

went on deck this morning and found our vessel going along finely with a fore wind our mate told me that we had been doing very well since twelve last night we have had a stormy day consisting of snow rain and hail saw a sail we have made great headway all day with a strong wind and heavy sea we have made from nine to eleven knots per hour all day No Observation

Thursday May 31st 1849

our wind is still fore and we are making great headway with a heavy sea we have averaged about nine knots all day it is now six o'clock and snowing quite fast we all feel very happy to think that we are blessed with a fore wind No Observ

Friday June 1st 1849

wind still favorable and blowing a good breeze
cold however unpleasant day saw some whales
spout, we are now fully satisfied that we have
past that awful place called Cape Horn nothing
of any importance took place to day

Latitude 54.37 No Longitude

Saturday June 2nd 1849

Course North west wind still fore but not a
very stiff breeze, however the sea was very smooth
so we made very good headway it has been
much warmer to day, and appeared quite like
a spring day, saw another school of whales, we
get up the cry now very often of, whale, whale,
and then all hands makes a rush to have a
look at him, and it is no small sight to see
a school of these large fish, the day has
past off very quietly, the ^{sun} rose yesterday morning
at half past eight and set at half past
three which made a pretty short day

Latitude 52.46 Longitude 76.00

Sunday June 3rd 1849

Course North, N. west wind still blowing favorable
and a good stiff breeze at that, averaged -

about eight knots per hour, cloudy - most all day, quite cold, about ten o'clock the cry of Whale, Whale, was heard all over the vessel and every one made one grand rush for the stern of our bark, and sure enough a whale was plainly seen within about twenty feet of our vessel, it was certainly a great sight to see such a large fish so close to us he was a huge looking customer he was supposed to be large enough to a hundred barrels of sperm oil, well now this old chap fullard us for about fifteen minutes in our wake he would himself about every three minutes, and spout the water some ten or fifteen feet high. The day past off very quietly and every one appeared to show some respect for the Sabbath day,

Latitude 50. Longitude

Monday June 4th 1849

We are still blessed with a fore wind and very fast-advancing on our journey which makes us all feel very good natured and happy, for a fore wind is something that we have not had a very large share of, I shall now say a few words about our fodder for it can

not be called

Virtuals. I made my dinner to day on hard
bread and malapies and the malapies was
any thing but a good quality I shall not
pretend to say that this was all that was pla-
ced before me to eat, for we had a very poor
piece of salt beef, and some beans about
half boiled, and, we had rice for dessert and
now the dinner is truly explained, well now
this has been about the stile of our living
for the last forty days with a very little varia-
tion we occasionally get warm biscuit or the
poorest kind of corn bread for breakfast and
about twice a week we get what they call
plumb buff, but the plumbs are few and far
betwene and then I have seen puddings made
a great deal lighter then they are made on
board of the bark Reeka, we have had ap-
ple dumplings once since we left new-york
and such dumplings I never saw before they
were as tough as a piece of sole leather, they
was more suitable for making a stone fence
then for eating, we only eat twice per day and
that is quite often enough unless we get better
feed, we have had no butter for the last week
we had for a great many days Pork and beans
and beans and pork and to day thank God

We was informed that we was out of
Bork, however our beans holds well, and
 by the quantity they have on board, one
 would suppose that the owners of the vessel
 intende that we should live on them, alone
 and it has been earned up pretty well,
 when we was in New York they told us
 that we would have fresh Provisions all
 of our Journey they explained in particular
 how they were to have fresh all the passage
 they said that they should take fresh enough
 from New York to last to Rio Janeiro and
 there recruit with enough to supply us to
 Valparaiso, and there take in a supply for
 San Francisco Richifina, and we have now
 been 118 days out from New York and have
 had about twenty fresh meals and we
 was three weeks from New York before
 we had the gratification of eating a piece
 of fresh bread of any kind, nothing but
 Pilot-bread and had we not have kicked
 up a devil of a row I presume that they
 would kept us on hard bread until now
 we have also been out of Potatoes for
 about three weeks it is almost impossible
 to paint the stile of living that we have

Put up with, but I am satisfied by what I have heard that we are not the only ones that have been treated in this manner, I can safely say that I have never seen so many hard ships and suffering in all of my life time as I have on this voyage, but thank God I have been in very good health or I would have been dead before now. I shall now wind up by saying that the day has past off very agreeably. altho it has been rather unpleasant weather it is now half past Eight, P.M. and the log has just been thrown and we are going at the time of $13\frac{1}{2}$ knots per hour, ga it old Reaka;

No observation taking to day

Tuesday June 5th 1889

this morning we found our selves becalmed and quite unpleasant at three, P.M. the wind breezed up a little but not favorable it was ahead altho it very soon hauled around and we laid our course north east the day continued to be an unpleasant one the men forward found fault with there feed they do not get enough to satisfy them and what

they do get is something like what we are fed on out of the best quality I expect nothing else but we shall have an other row when we get in Valparaiso, but I hope we shall be disappointed

Latitude 45, 36 — Longitude 79.01 1/4

Wednesday June 6th 1849

We was woken up this morning about daylight by the cry of land. So, some soon made an appearance on deck and sure enough land was very plainly to be seen at a distance of about thirty miles, this land is on the north west coast of Patagonia, at seven we tacked ship and stood North west, the wind increased about eleven AM, and at four PM, it was blowing a violent Gale and we was forced to lie to, and at eight in the evening the wind abated a little and we again made sail, we shipped some very heavy seas one of them was about two feet deep on the deck, which made our little vessel tremble wonderfully but she came up all right again I got a severe thump on my head this morning it was caused by one of the Stewards opening the cabin door very

Suddenly which struck me in the fore head
and rubbed me back and the back of my
head hit against the edge of an other
door this caused me to have a dizzy head
ache off day and night.

No Observation

Thursday June 7th 1849

we had a very rough night of it last night
our bark rolled very much so much so that
we could not sleep our bunks was rolling
about in every direction, we had quite a
heavy sea on this morning but not much
of a breeze wind ahead, wet. Sorey day
Corigan and my self caught a very large
flab of measured from tip to tip twelve feet
he was a most beautiful bird I skinned
his feet, gave one of them to Mr Whiting
we intend to make a money purse out of
them each foot measured seven inches across
them.

No Observation to day

Friday June 8th 1849

wind still ahead and blowing pretty fresh
cloudy unpleasant morning the wind

Kept increasing all the forenoon and at one o'clock it was blowing a severe Gale accompanied with rain at which time we was compelled to tie to it is now eight in the evening and still laying to with a tremendous heavy sea and wind no observation to day.

Saturday June 9th 1849

Well now to day I have quite a tale to relate, and we all have good reasons to feel very thankful that we are now alive to relate the particulars of last night, now for the story. from eight last night the Gale kept increasing and at twelve we had a wild hurricane which caused the seas to run mountains high and we was struck by several of them, which caused our little craft to roll and tremble wonderfully, and it was with difficulty that we could lay in our berths, one sea that struck us caused a good deal of excitement among the passengers for it washed all over our deck fore and aft and she appeared to settle very deep in the water and it was quite a while before she came up to her work

Again, Mr. Whiting remarked that he
guessed that she had gone down for good
but that was not the case, for she rose ag-
ain as lofty as ever, and it was not long
before she tackled an other one, which, ca-
used her to tremble severely and from
the noise, that we heard on deck I thought
that the sea had washed the upper cabin
overboard. but fortunately that was not
so, but our trunks and chests both in the
upper and lower cabin was rattling and
cluttering about in every which way.
Captain McGuire was on deck most all ni-
ght and he was very much alarmed for
fear that we should carry away the main
mast or some portion of the rigging but
thank God nothing of the kind happened
it is almost incredible that a vessel can
stand such violent beatings of the sea
and wind, we are completely satisfied that
we have got as good a sea vessel as ever
weighed anchor, and had we have been
in an old vessel last night we could
not have stood the elements of the wind
and water this made us all think and
speak of the old ship Apollo and some

And some other ships that we are acquainted I hope they have not been caught out in such a severe storm as we have if they have I have no doubt but we shall hear of some serious disasters, we have experienced some very rough severe weather since we left New York but nothing in comparison to last night and Captain McQuinn said that he never saw the wind and water rage with more violence than it did last night, towards morning the wind abated a considerable, and at nine AM, we was headed South, S, west - when we backed ship made sail and headed North N. East - two points off of our course, we had quite a heavy sea all day, and some rain in the afternoon we saw a bark to the windward of us and at sun set she was direct opposite us at a distance of about two miles

Latitude 44.20 Longitude 77.50

Sunday June 10th 1849
we got up this morning at our usual time and found our bark rolling about in quite a heavy sea, with a head wind

and at twelve, P.M. the wind was again blowing a severe gale and the seas appeared to roll half the way up to the sky and we were again compelled to lie to, and Captain McGuire said that if the wind continued to blow from the same direction until morning we would stand a good chance to find ourselves on the rocks near shore, we were headed towards shore and drifting that way very fast, our feelings can easily be guessed at, at two, P.M. we carried away one of the Main Royal book stays and George one of the sailors was sent aloft to lower down the Royal and it was at this time that we all beheld him in a perilous situation, he up to the top of the main mast for fifteen or twenty minutes trying to get the Royal hoisted, and the vessel rolling with great violence and the top mast that he was holding on to would bend very much at every surge of the vessel, and we all expected every moment together with Captain McGuire to see it break off and come tumbling down with George. in fact he came very near falling off once but he finally succeeded in

lowering it down with out any farther accidents by the by he cut one of his hands quite bad I would not have been in his situation for as much California Gold but as this vessel could float with Capt. McSine thinking that the sale was likely to continue and that there was danger of going ashore, at a quarter past three ordered the fore sail set - this was done to prevent us from drifting, we shipped some very heavy seas through the day, and our vessel heaved very hard at half past eight in the evening Capt. McSine ^{found} she was laboring to head with the fore sail on, and ordered it chued up when we again heaved to and I turned in but not with the expectation of getting much sleep for I had a wet berth to lay in, and an other thing to mar my quiet was the idea, that we might be dashed to pieces before morning. this has been rather an unpleasant Sabbath altho we feel very thankful that it is no worse with us then it is.

Latitude 43.19 Longitude in

Monday June 11th 1849.

we got up this morning after a tedious night's rest and found our selves all yet alive, and not on the rocks, but still rolling about from the top of one sea to an other, the wind having abated very much, and fore at that came north by west, and towards night the wind headed us off course west saw a sail. it has been quite pleasant all day

Latitude 22.09 Longitude

Tuesday June 12th 1849

wind still ahead. raining. saw a sail caught from Albatross nothing of any importance to speak of.
no observation to day.

Wednesday June 13th 1849

becalmed this morning for a change, but when the wind does not blow we get up an other kind of a breeze, our first mate undertook to put on some french airs this morning by abusing one of our passengers Mr Hall. I will endeavour to state correctly what he said the now well now we have amused

Can reduce every much by catching about
 wolf and skinning their feet for paws, and
 also saving their tails &c. so yesterday Thomas
 commenced his coppers by throwing them
 over board and this morning Mr. Brown
 caught five very fine ones and told us that
 that he could reduce their kills so he having
 them up he cut their kills off and made ^{the} come
 along and said he would be a - a if he would
 have them about and I thought them overboard
 Mr. Atall remarked that, that was a pretty ca-
 pier, when the mate replied that if he and Atal
 got in his way he would chuck him over
 board he Atall told him that he had better
 lay it on, a few more words first - between
 them when the mate struck Atall but he did
 not hit him but one blow for it was not
 a second before he had a dozen fists pointed
 for his eyes and had he have struck at him
 again it would have been his last - blow
 for some time for we have become so weary
 enough since we have been on the black sea
 late, up one man in a minute but the
 captain slept in and requested us not to
 make him so we all let up ^{on} him this same
 devil was turned off of the board down

at Rio Janeiro for abusing the passengers on that vessel from New Orleans, and after putting up with what we ^{have} while on the Beaka it is easy enough to be supposed that we shall not put up with much worse from any body, we had a great many changes of the wind to day and in the evening it hauled around favorable rained most all day.

My observation —

Thursday, Friday, June 14th 1849 —
very light breeze. pleasant morning shower in the afternoon nothing of any importance to note down

Latitude 40 34 Longitude

Friday June 15th 1849
old Friday has come around again but it has not appeared to us as usual, for to day we have had a very stiff fore wind and have made great progress over the water we have averaged ten knots per hour all day — saw a British ship, it is now eight o'clock in the evening and we ^{are} going fully eleven knots.

Latitude 38 04 Longitude

Saturday June 16th 1849

we are still blessed with a fair wind together with a very fine day, and fair prospects of finding Valparaiso to-morrow and we shall not be sorry for it is now sixty three days since we left Rio

Latitude 35.20 Longitude 73.19

Sunday June 17th 1849

we had a beautiful run last night and this morning we hallooed close up in the wind and made for the shore and at twelve at noon, Capt Melburn took an observation and found that our Latitude was all worked up and only had about thirty miles of Longitude to make to the port of Valparaiso the wind has blown a Gale most all day at three, P.M., we saw land at quite a distance ahead our course since twelve has been East at half past seven we took ship at which time we saw a light supposed to be Valparaiso Light House it has been quite cold to day, shipped a several very heavy seas

Latitude 33.00 Longitude 72.12

Monday June 18th 1849

I came on deck this morning at sunrise I found our bark headed for the shore at about forty miles off pretty near in the same place where we was last night when we took ship we bobbed about all the forenoon looking for Valparaiso and at twelve Capt. ~~Mc~~Guire took an observation and found that we was about twelve miles past the port so he made up his mind that he would keep away and run into some other Port - but we put a veto on that for we wanted him to put into Valparaiso and get us some fresh feed so finely he said that he would do as the majority of the Passengers wished and there was a unanimous vote to go to Valparaiso so he wore ship again and stood for the Port but we have been becalmed all this afternoon therefore we have not made much headway. Saw two sails one, a Brig run quite close to us the other was a Bark at quite a distance making for the same Port.

Latitude 32 49. Longitude 72

Tuesday June 19th 1849

Still becalmed fine pleasant day nothing of any importance transpired we feel very anxious to get in Port, to get a good meal of victuals for our principal feed for the last month has been salt Beef and hard Baked for ~~the~~ last month, we have had no Pork no Potatoes no Onions, no Butter, our Captain has had Onions saved for his own use and many other things that has been to good in his estimation for his Sallenger, I will here say that the feed that has been served up for us has not been good enough for him for he has not taking his meals at our table but has eat in his own Room

Wednesday June 20th 1849

Last night we caught a fine little breeze and at Eight in the Evening we past a Bark which we supposed had just come out of Valparaiso and at ten o'clock we made the light-house and we finely arrived at our anchorage at three o'clock this afternoon making sixty seven days from Rio Janeiro this city lays in

Latitude 33.02 Longitude 71.41

Thursday June 21st 1849

To day Captain McSwire Advertised for more Passengers which is a going to cause us to lie here to our dissatisfaction, he gave us all to understand that he should fill up all the vacant Berths and take some on deck we all protested against his taking deck Passengers at all but he said that he should take just as many as he pleased so we held a caucus and resolved to call on the American Consul to see if the Captain had a right to impose upon us in this manner, and we did call on the American Consul and he told us that he would not have anything to do with the matter and told us that we must seek recompense when we got in California.

Friday June 22nd 1849

To day the water Boat came along side with water and filled up part of our casks and would have filled them all but Captain McSwire would not allow them all to be filled, he wanted to wait and see how many Passengers he could get so that he could tell how much water he would actually want, well now if it was not for waiting for Passengers we could

To see to ~~the~~ ^{the} ~~morning~~ ^{is} fine weather and the Captain could get his provisions on board in four hours if he had a mind so to do but we expect he will play the part of a fool with us here, as he has the whole of our boy age so it is hard to tell when we shall leave this Port, and the news from California is very flattering which makes us the more anxious to get there and we begin to think that it is a long road that has no turn and we have looked very anxiously for the turn but have not found it yet.

Wednesday July 4th 1849

To day we went on shore and had a fine dinner prepared for our own company but we did not see the celebration that we would have seen in New York nothing worth mentioning took place

Thursday July 5th 1849

this evening the Captain and myself had quite a long and rough talk about taking on so many of these natives I told him that we was all very much opposed to his taking on so many deck passengers but

all the satisfaction we got from him was that he did not carry a d-d for us and he should do as he pleased, after a pretty warm conversation he left the cabin I did not talk to him for any self alone but for all of our Passengers according to their request the reason that he left the cabin was because I set forth the facts of his fiendish principals to plain for him to stand his footing.

I will now say a few words about Valparaiso the Harbor is a very poor one in shape of a horse shoe and a north wind blows directly into the harbor which causes a very heavy sea we had almost as rough a time for three or four days while here at anchor as we had coming around Cape Horn we expected nothing but we should go a shore, this city is quite like Rio but of the two I like this the best it is now middle of winter here, and we can get any quantity of Fruit and Vegetables Apples Pears oranges Lemons, &c. Cabbage Radishes onions Potatoes Pumpkins and Squashes of the finest quality that I ever saw in fact they can raise

any thing there that we can at the north
 they raise plenty wheat and corn here and
 the wheat can not be excelled in any
 country they also have a plenty of Beef
 and sheep and Poultry and hogs there
 mutton and Beef is very fine, any quantity
 of Mules and Donkeys and Horses I will state
 the prices of some articles in this city

Flour	pr Bag 200 pounds	\$6.50	Eggs	pr Doz	21-
Fresh Beef	pr 100 lb	\$5.00	Oranges	"	11-
Wheat	pr Bushel	\$1.00	Apples	"	11-
Potatoes	pr 100 pounds	\$1.25			
Rice	pr 100 lb	\$18.00			

Some things is very dear and others very cheap
 Tin and Hard ware ware is very high
 we have Rambled about the mountains
 a considerable while in Port this is a very
 rough mountainous Country in plain sight
 from the city is to be seen a range of moun-
 tains covered with perpetual snow

Monday July 9th 1849

Last night Captain McShire came on
 board in a wonderful blustering way
 cursing and damning the Chilians and
 said that he could not get his papers

but said he he and if he wouldnt
 go to sea with out them and told the
 Mate to have a good look out-kept
 through the night and if a breeze sprung
 up we would get under way and he
 would liked well enough to have got away
 last night for he had not settled with
 his Butcher yet his bill was \$223.00 for Beef
 Bonting Hogs and Vegetables he also engag-
 ed ten more Passengers more then he could
 take so he had to turn them on shore
 and I was credibly informed that he
 did not pay four of them back the money
 that they had paid him which was
 \$51.75 for each one of them they paid for
 a Deck Passage, we got under way for
 sea to day at half past Eleven for sea
 at which time the Butcher came on board
 and demanded his pay so Captain Mc
 Guire after making him draw off some
 twenty Dollars paid the Bill the man
 said that he would not take less then
 the face of the Bill if the Captain did
 not have the advantage of him we feel
 very thankful that we have got away
 from Valparaiso God speed us to California

Thursday July 10th 1849

Course to day the same as yesterday North west-by-west we have been becalmed most all day misty unpleasant weather no observation taken our new passengers were most all sea sick last night and to day

Wednesday July 11th 1849

Course North west-by-west very light breeze all day and still overcast however it did not rain I have nothing of any importance to note down, Miss Wicks and Mr. Overton had their heads shaved, it being Show day all day there was no observation taken.

Thursday July 12th 1849

Still on our course with a fair wind and a fine little breeze more about six and a half knots per hour every thing has passed off very quiet to day I had my hair cut very short shorter than I ever had it cut before no observation taken to day

Friday July 13th 1849

Course North West by West almost becalmed
very fine day nothing of any importance
transpired

Saturday July 14th 1849

To day we have had a head wind on
course has been West by South very fine
day saw two Barks bound towards Valpa-
raiso one of them showed the Stars and St-
ripes, and, we, ours in return

Sunday July 15th 1849

To day we have been favored with a fair
wind but not much of it made our
ise. North west by west delightful weather
had a fine dinner on roast Pig. I will
now say a word about the Passengers we
took on at Valparaiso we have now thirty
nine new Passengers, comprising of six
Americans taken from the Bark Bonne Adele
and one Frenchman, belonging at Valpara-
iso one English Woman and her boy and
one Chilean woman for the Captain's special
benefit we will now wind up with thirty
Chileans and they are the best run of Shad

Monday July 16th 1849
all most becalmed all day made about
thirty miles fine weather nothing of
any importance transpired

Tuesday July 17th 1849
weather and wind to day very much as
yesterday quite hot we had a considerable
sport in catching a very large Shark he
measured nine feet in length he would
weigh as much as two hundred pounds

Wednesday July 18th 1849
This morning we found our Bark head
ed west by south with a head wind
at Eight o'clock the cry of land, ho, wa
heard and sure enough we was in plain
sight of Felix Islands we have had
quite a stiff breeze all day
Latitude Longitude

Thursday July 19th 1849
wind still unfavorable this morning
but at one P.M., it hauled around so that
we again made our course north west
showery all day saw a whale close to our vessel

Friday July 20th 1849

The wind to day has blown from almost every point of the compass it is seven o'clock in evening and we are headed west with quite a stiff breeze it has been quite pleasant but rather chilly saw three very large whales quite close to us they had quite a fullie one of them jumped very near out of water they are a huge looking fish

Saturday July 21st 1849

wind ahead as usual, quite cold, some rain, the Negro our assistant cook, went in to the cabin for something without taking off his cap, and Captain McQuire followed him in and asked him what he was doing in there with his cap on. The Ducky did not answer him very readily so the Captain says to him get out of this you Black son of a B- and at the same time hit him two or three blows over the back of his neck and kicked him out of the cabin and it appears that after the black got out of the cabin he said or done something

that made Captain McGuire madder than ever and he called on Charly to bring him his Pistole but Charly could not find it so the Captain went and got it him self and went out on deck and ordered McWarren the first mate to put him in Daws and while the mate was putting on the Daws the durky asked what he was doing that for, and the Captain told him to shut up but he kept on talking, so our remarkable tender feeling Captain hit ^{him} three blows over his face and eyes with his pistole cutting his face and nose in a brutal manner the other cook had orders from the Captain to give him a bottle of water and one biscuit a day, extravagant feed,

Sunday July 22th 1849
wind still ahead and blowing almost a Gale quite a heavy sea and a considerable Rain I was quite unwell

Monday July 23th 1849
wind still ahead this morning but about three o'clock P.M. the wind ~~hauled~~ ^{blew} around so that we again got on our course quite cold

nd Tuesday July 24th 1849

Thank God, we have had a fair wind all day, and averaged about six knots per hour and it is now seven in the evening and we are going at the time of eight knots this is quite encouraging for we have been knocking about here for five or six days without making any head way.

Latitude

Longitude

rd Tuesday July 25th 1849

well now for the last week we have had a fine fair wind we have had what is called the South East Trades and have averaged at least seven knots per hour for the last one hundred and sixty eight hours making eleven hundred and seventy six miles we have had nothing of any importance to note down for the whole week we have had good weather just cool enough to be comfortable a little rain most every day the moon was almost directly over head last night and shone out beautifully this weeks work has made us all feel quite good natured

¹⁸⁴⁹ Tuesday July 31st 1849

I shall state here what each Passenger
has paid for his Passage from New York
to California

Patchogue Mining and Trading Co.
Eight in number

	1757 00
\$ J Corrigan	200 00
J. M. Condee	225 00
J. M. Warner & Co. four in number	800 00
Burnell and Humphrey	450 00
William Hahn	200 00
Abel & Chapin	250 00
D Adey & Co. three in number	675 00
Gerah M Chapman	200 00
George P Davis	225 00
Edward S Seymour	250 00
William C. Burchard	250 00
William Millard	200 00
J. W. Bastwick	225 00
Arthur Reeler	225 00
Peter D Van Blarcom	225 00
Robert M. Kay	250 00
Divinel, Thompson, Hought & Ray	400 00
Left at Rio paid each \$100	7007 00

Below will be found the amount paid by the Spanish Ducks, taking from Valparaíso according to the different grades. &c

Two in upper Cabin. paid 25 o/s	431	25
Two " " " " 20 "	345	00
Lady and Son 12 "	207	00
fifteen in lower Cabin 40 "	1552	50
twelve on Deck 3 o/s each 36 "	621	00
five " " 4 " " 16 "	276	00
<u>189</u>	400	00
Freight on their baggage \$400	3832	75

one ounce is worth \$1125 in Valparaíso

Below will be found the names of the American Passengers taking from the Bark Bonne Vale at Valparaíso. H A Scofield, J W. Romer Charles Robedee Joseph Bastin Charles Saent George Ellard Charles Saugim the Above Passengers Paid three Hundred and forty Dollars,

Americans from New York	7007	00
do from Valparaíso	340	00
Spanish Ducks do	3832	75
	\$11179	75
we have made a calculation ^{that} the freight	6000	00
will amount to at least \$6000	\$17179	75

Wednesday August 1st 1849

we are still blessed with a fair wind and going ahead finely all in good health and spirits, we feel very much rejoiced to know that we are approaching our place of destination pretty rapidly we have made the last twenty four hours 185 miles our course since we left Valparaiso has been north west by west up to yesterday when our course was altered to north west by west-half west the compass here carries a half a point to the north which actually makes our course north west by west we had a shower to day the weather is getting somewhat warmer but not enough so as to make it uncomfortable

Latitude

Longitude

Thursday August 2^d 1849

we still have a fair wind and a stiff breeze at that, made two hundred and five miles fine day had roasted Turk and chickens for dinner but they were not very plenty

Friday August 3^d 1849

Course North West-by-west-half-west and a beautiful breeze made two hundred and ten miles, got old Reekie, commenced making a pore of Santerloons and shall finish them to morrow if nothing prevents

Latitude

Longitude

Saturday August 4th 1849

Course the same very good breeze nothing of any importance to note down I finished my pants to day the weather is growing very warm

Sunday August 7th 1849

not having any changes for the last 3 or 21 days I have let my dog lay idle we have had a fore wind but very light we was yesterday boarded by the mate of the Barge Dunbarton from New Bedford a Whaler Eleven months out with one hundred and seventy Barrels Sperm Oil they wanted to put a sick man on board of us and Captain Melville told

the mate that he could send him
 on board providing he would send
 provisions and water for him well
 now when the mate was gone for
 the man some of the passengers told
 that Captain that we had a plenty
 of passengers already and that we were
 all in good health and that we did
 not want to run any risks by taking
 on a sick man so when the man
 was brought along side with his water
 and provisions Captain McShane told
 him that he could not take him on
 well now if Captain McShane had
 have consulted his passengers before
 giving the mate an answer he could
 have saved them a considerable trou-
 ble and we would have been going on
 our journey, but, now he is the last
 man to consult his passengers to see
 whether his management is agreeable
 to their feelings, but we can not
 expect much to grow on a Hay Boat
 we was very sorry that it was not con-
 venient for us to take the poor fellow
 on board but every corner and hole

of an ship is stowed full of Passengers
 and it would have been utterly impo-
 sible for us to make him comfortable
 we have now Ninety three persons on
 an little craft I call her little fun she
 is only two Hundred and fifty Tons
 it has been extremely hot the day the
 Thermometer stood at Eighty in the Cabin
 Latitude Longitude

Wednesday August 5th 1849
 most magnificent day with still fore
 and about a fine West breeze course
 North west by west, we crossed the line
 this Evening and had a considerable
 sport by the way of shooting the Span
 is Ducks. old Neptune gave them a good
 stiff lather of two shots on fodder
 is very poor except twice a week then
 we have fresh the Chillions find a
 great deal of fault about their feed
 and say that the Captain does not give
 them such victuals as he promised
 them in Oulparaiso, it would not be
 characteristic with him to tell the truth
 Latitude Longitude at noon

Thursday August 9th 1849

we have had an other beautiful day a light breeze and very hot the thermometer stood at 82 at noon and 81 at seven in the Evening still on our course the dog has fast of very quietly all in good health and very anxious to get to our journey's end I forgot to mention that we saw a tremendous large whale yesterday with in fifty feet of our ship he was supposed to be all of one hundred ^{feet} in length some said more he was a great ways out of water so we had a fine view of him

Latitude Longitude

Saturday August 11th 1849

yesterday and to day have been fine very fine days quite hot the thermometer standing at 82 wind still favorable some north west by north nothing very flattering to our course

Latitude Longitude

¹⁴ Tuesday August 14th 1849

we have had beautiful weather for the last four days also a very fine fair wind, making of any accustoming transpired I have not written up my log. to day we caught a fine Albacore weighing about forty pounds we had him cooked for dinner he ate very well it is now seven in the Evening and we are bowling along at the rate of ten knots, go it old Heaka for we are bound for California

Latitude Longitude

¹⁵ Thursday August 16th 1849

well now we have twenty three days fair wind which has kept us all in good spirits but to day we have to endure some more of our old luck in the way of a head wind but we have become so much accustomed to head winds that it does not affect us much however we feel much better with a fair wind

Latitude Longitude

Sunday August 19th 1849

for the last three days the wind has blown from every which way a part of the time ahead and a small portion of the time fore it has been fine weather but very hot nothing of any importance to note down only our feed is getting devilish poor

Latitude Longitude

Monday August 20th 1849

well now to day we have been very much agitated and excited on our ship much more so, than we have been before since we left New York this excitement was caused by one of our Passengers falling over board he was one of the Americans taking on board at Valparaiso. The weather was quite rough, and he had been over the bows and was about stepping on deck, when a heavy sea struck on board and knocked him over board. He came up on the opposite side of the bows that he fell from, and he saw that the bows

of the vessel was about to come down upon him, when he again let himself under the water and he again came up about mid way of the vessel and sung out for help, we was going a long quite fast at that time there was quite a number of things thrown over board for him cling to in case he could swim to them among the articles thrown over board was the sail makers Bench which was about six feet long, and then all hands assisted in launching the long Boat this being done she was manned by the first-mate and two sailors and started for his assistance in mean while the ship was laid to, to await the return of the Boat after he had, swum for some time he finally succeeded in getting a hold the bench which he held on to until he was picked up by the Mate, when they arrived to him he was a bout one mile a stem of us it was about forty minutes from the time that he fell overboard before he was taking on board the small boat

I had been sick all day and was in my berth when he fell over Board and on hearing the running across the deck I at once supposed that something was to go so I lifted on my shoes and and came up on Deck, and if ever I was struck aback it was when I saw this little fellow a Baddling about in the water almost out of sight without much hopes of saving him it was certainly a heart-rending scene and we was exceedingly rejoiced when we saw him taking on board the small boat - the little fellow was a good swimmer or he never could have been saved for he had to swim more than a quarter of a mile before he caught the Deck he managed to get his Pantalons off which gave him a better chance to swim, in about one hour from the time that he landed into the water he was safely landed on Board of the Beaka apparently uninjured he said that he was mighty glad to get home again he felt a little

from the effects of halting on the
the Bench

Latitude Longitude

Thursday August 21th 1849

the little covey that fell overboard
yesterday took cold from his experim-
ents in the water and is laid up to-
day with a stiff-neck and sneezes
all over him

Friday August 21th 1849

we have had a head wind most
all the while for the last ten days
quite cool and rather foggy and
asent-weather, and very poor feed
I have been quite sick since the 20th
but but I believe that it is more
for the want of something good
to eat than any thing else, it requ-
ires a man of Christian fortitude
to with stand the trials and tribu-
lations that we have to encount-
er on the Wake Ship, and I don't know
what I should do if I did not praise
those Principals — Amers —

Tuesday September 25th 1899
 wind still ahead and blowing almost
 a Gale cloudy unpleasant weather
 this morning we discovered a Bark
 about six miles to the leeward of our run-
 ning the same course that we were, but
 we was not fast enough to keep her
 to the leeward she kept gaining upon
 us, until near five P.M. when she was
 within half a mile of us she backed
 her main Top Sail and Captain Webb
 in thinking that she was in want
 of something tacked ship and run do-
 wn, to and spoke her but she was
 not in want of any thing, it proved
 to be the Bark Phoenix from New
 York Bound to San Francisco California
 all on board in good health we did
 not ascertain how long she had be-
 out she was a very pretty looking
 craft she could lay much higher the
 wind than we could, it appeared that
 she had covered away something that
 caused her to back her main Top Sail
 her Longitude was 136.30 ours 137.5 this
 was by dead reckoning for we have ^{not}

had the sun fairly for the last four days our course since the 20th of August has been north west - north west by west - and some part of the time west by south, we having been steering this course expecting every day to get the wind from the north west which would be fore to carry us in to San Francisco we have now become almost discouraged looking for a fore wind, we have nothing to console us our feed, is going worse and worse every day and we are threatened to be put on a allowance of water.

Saturday September 5th 1849.

we have had nothing of any importance take place for the last four days we have been beatified for the last forty hours but what air there has been stirring has been favorable altho our progress has been very slow but we are not alone we saw yesterday two Barks at the distance of about six miles to the north of us and it is now four P.M. and they are still to be seen in the same direction and about the same

Distance from us we saw something
 pass us to day that resembled a dead
 man, some was sure that it was a
 man and others thought not to me
 it looked more like a man than any
 thing else. Last night we was told
 by the Stewards that we was on allow-
 ance of water according to the Captains
 orders. which caused a considerable
 talk by all hands on Board. I will
 here mention the principal cause of
 all this talk when we left New York
 we had on our ship six Pigs which was
 put on Board for the benefit of the
 Passengers they were kept until four
 of them died and was thrown over
 Board, and we have been very much
 in want of the others long before
 we got to Valparaiso and we have
 been now more than two weeks with-
 out a particle of fresh and our noble
 Generous hearted Captain has often
 been asked if he was not going to
 kill the Pigs and his reply was that
 he would not have them killed for
 a Hundred Dollars they have grown

very finely they will weigh at least
 one hundred and thirty pounds a
 piece and we came to the conclusion
 last night that we would never
 suffer our selves to be put on, an allow-
 ince of water while these Hogs was
 alive we think our selves a little abo-
 ve par with Hogs, and an other thing
 we need them to eat for we have
 got but very little on board that we
 can eat I have not eat a pound of
 meat for the last month, well now
 he was laying in his room last night
 listening to our conversation and
 was just about drunk enough to un-
 derstand what we was talking about
 and we wanted him to hear what
 we had to say, and well he knew that
 he had no right to keep these Hogs
 in these trying times, so to day very
 much against his will he ordered one
 of ^{them} killed for our dinner to morrow
 he cares nothing at all for our comfort
 and happiness all he cares for is to lay
 in his berth with his Spanish Duck
 and such liquor Oh, Querita!

We have quite a variety of articles to
 drink out of, I will name them four
 white Mugs four blue and white Tea
 cups one blue & white Bowl two Tumblers
 which is all that belongs to the Reckon
 these are for the accommodation of ninety-
 three persons, Oh, God what are we yet
 to come too, Mr Corrigan and my self
 employed our selves the best part of to
 day in making tumblers out of 18 Gall
 Bottles, ————— Mrs Boisy the English
 Lady has been sick the best part of our
 voyage from Valparaiso she is subject to
 fainting, night before last she was taken
 with one of these fainting spells and finally
 went into a fit which lasted for about
 four hours and for more than an hour
 at a time she did not breathe and sin
 ce that time she has had a number of
 those spells and she is now in a very
 feeble state, and we have nothing on
 board suitable for her to eat, and what
 is still more cruel than all, else, Captain
 McBride has treated her most shame
 ful, when she paid her Passage he
 told her that she and the Spanish

Woman was to have his state room but when we got out to sea he told her that she must take her berth down in the lower cabin right on on of the men Balmenges and she slept there for a few nights when she was taken sick and said that she could not sleep there any more, so he had a small curtain put up in front of a berth in the upper cabin, which is a miserable place for a sick woman, and another night I saw, of his was to prevent her from speaking to the Balmenges this was done because she told us what he had said about us, but he did not succeed in his attempt, he then ordered his Spanish Dick, not to speak to her, and she being under his control she had to obey him.

in all of my travels I can safely say that I never saw such a heartless wretch as Captain James McIlwaine and if he can ever pay the mortgage that the Devil holds against him he will far exceed my expectations.

Latitude 35° 42'

Wednesday September 22nd 1849

It has been foggy unpleasant weather for the last four days wind ahead the best part of the time but we have made some progress towards California and we are now not more than three hundred miles from that long looked for spot. we yesterday spoke the Bark Ann Welsh fifty one days from Valparaiso and bound to San Francisco California she left New York the same day that we did all well on board we have all kinds of papers cut up on this Bark, night before last Seymour slept with the Captain's Span is Dick, for which he received a great deal of credit from the other Passengers it appears that this woman took quite a fancy to Mr Seymour when she first came on board, which Captain McDevine very soon discovered to be the case, and asked her if she loved that Poor Boy, Better than she did himself who was so rich, the woman mentioned this conversation to one of our Passengers which very soon became a Public matter

Well now the Captain was rather put
 to his troops when he had the news
 sounded in his ears that Drymore had
 slept with the Woman that he had
 brought out for his own convenience.
 he was so angry that he ordered her win-
 dow nailed up and her curtains taken
 down which was done, and to his great
 astonishment when he got up this mor-
 ning he learnt that his fore one had
 slept in the Mate's room last night,
 which place he found at this morn-
 ing, and I rather guess he was some what
 mad, for he says to her Don't you
 go out of this, and then him and the first
 Mate had a set to, and after some pretty
 rough talk and the Mate coming to the
 conclusion that it was no more harm
 for him to sleep with the Woman then
 it was for the Captain so long as she was
 satisfied, and I am inclined to think that
 she is not particular who she sleeps with,
 it is rather trying to Captain McQuise to
 think that he should bring a Woman
 with him as his own private property and
 and she make common stock of her self.

However it serves him right for he
 had no business to make a whore house
 of the Bark Reeka while he had his
 fingers on board, but he is not so good
 to do any mean act, and not good
 enough to do a good one. He says that has
 been a Pirate but he need not have told
 of that, for his actions has too plainly
 shown it, God have Mercy on him —
 we held a caucus to day and appointed a
 committee of three to wait upon Captain
 Melville ascertain how much water we
 yet have on board. Israel Green William
 Hall and Daniel Adee forming the committee
 the committee returned in a short time
 and reported that the Captain said he
 was satisfied that we had water enough
 to last us in Port, he further said that
 if he could not make San Francisco he
 would some other Port, he also said that we
 was within one and a half or two days sail-
 ing with a good wind of San Francisco
 we have one accession ^{been} refused water for
 our lunch, this took place night before
 last the Captain said that he would
 not have any more taken out of the hold

So we sent the Steward to request him to come in the Cabin and Explain Matters but he said that he would see us at the first, and did not come

nd Thursday September 13th 1849

we have been very nearly becalmed all night and we are in about the same situation, when we got up this morning we was very much gratified at the sight of a full rigged Ship not more than one and a half miles from us and at a quarter to nine A.M. we was Bounded by her Captain who told us that he had spoken the ship South Carolina three weeks ago direct from San Francisco and the information that he gave us of California was of an encouraging nature he also gave us two Papers Printed at San Francisco on the fourth of August, the Captain's name was, Savery, of the ship Charlotte one Hundred and Eighty nine days from Boston with one Hundred and Eighty Passengers and bound to San Francisco, of course

Friday September 14th 1849

The wind has been favorable for the last twenty-four hours but not much of it when we arose this morning we was directly abreast of the ship Charlotte and she not more than a quarter of a mile from us we also saw a ~~thermophilus~~ Brig. Homeward bound and at ten A.M. we discovered another Sail at quite a distance a stern of us the Sun is now shining quite brilliant for the first time in more than two weeks it is now Eleven A.M. and we have a fine breeze with fair prospects of getting in Port by to morrow, God grant that it may be so

Sunday September 16th 1849

well, now here it is five P.M. and no possibility of getting in Port this night we laid to last night about thirty five miles from the Port and at twelve noon to day we made the Carrallone Rocks which is some fifteen or twenty miles from the Entrance of the Harbor but ~~there~~ being no light ^{there}, and foggy we shall not be able to get in to night

Monday September 17th 1849

we spoke the Bark Phoenix at a 1/4 to eight last evening she saying a anchor and after running about one mile from her we let go our anchor for the night we was then with in about five miles of the shore where we lay very comfortable. then at the night, at sunrise this morning we weighed anchor made sail and at a 1/4 to nine, Am, we let go anchor in the Bay of San Francisco which port we have been looking for, for the last Two Hundred and twenty four days, in conclusion may God forbid that I should ever be compelled to take an other such a long & crooked journey Especially with such an officer as Captain Mc-Ginn

Latitude and Longitude during the voyage.

1849 Lat. N. Long. W.			Lat. N. Long. W.			Lat. S. Long. W.			Lat. S. Long. W.			
Feb 6	Gr	MS	March 2	27.26	36.07	Mar 26	18.45	36.20	Quay	40	38.09	48.04
7	"	"	3	26.22	34.20	27	19.31	37.15	5	37.57	49.45	
8	"	"	4	24.43	33.43	28	20.	37.46	6	38.40	51.21	
9	36.52	"	5	24.26	32.56	29	20.39	38.07	7	40.31	54.09	
10	Gr	MS	6	24.31	31.35	30	21.	38.59	8	40.34	55.30	
11	"	"	7	23.08	31.17	31	21.19	40.12	9	41.42	57.40	
12	"	"	8	21.23	30.55	Apr 1	21.37	40.15	10	43.17	59.32	
13	"	"	9	19.40	30.28	2	22.25	40.13	11	44.06	60.24	
14	"	"	10	17.04	30.11	3	at Rio.		12	45.13	58.57	
15	33.55	47.45	11	13.55	29.06	19	27.03	42.25	13	46.07	59.55	
16	33.12	44.36	12	10.46	28.58	20	27.13	40.04	14	47.06	60.58	
17	Gr	MS	13	7.42	27.56	21	27.55	41.55	15	46.15	62.02	
18	"	"	14	4.37	27.27	22	28.23	41.41	16	47.05	61.56	
19	"	"	15	2.37	27.14	23	28.57	42.23	17	48.05	62.16	
20	30.13	43.28	16	57	27.	24	29.40	43.05	18	47.53	62.15	
21	25.12	41.59	17	23	28.03	25	31.09	45.13	19	47.05	62.39	
22	27.33	41.13	18	1.37	27.36	26	32.43	47.03	20	48.16	63.03	
23	25.25	41.07	19	2.34	28.30	27	34.12	46.00	21	49.42	62.43	
24	26.21	37.40	20	4.35	30.12	28	35.29	45.37	22	50.01	63.26	
25	26.33	35.23	21	6.45	31.41	29	36.42	45.07	23	52.24	65.27	
26	25.56	36.50	22	9.09	32.27	30	38.07	45.13	24	54.37	60.54	
27	26.00	36.26	23	11.25	33.08	May 1	38.03	40.04	25	55.45	65.30	
28	27.03	37.50	24	13.59	34.15	2	38.03	47.03	26	57.29	63.40	
June 1	27.27	35.06	25	16.26	35.25	3	35.44	47.12	27	57.04	66.	

Latitude and Longitude during the Voyage.

1840	Lat. S. Long. W.			Lat. S. Long. W.			Lat. S. Long. W.			Lat. N. Long. W.		
July 28	57.56	65.06	July 10	Pro	Obs.	Aug 3	8.02	102.11	Aug 27	27.27	127.35	
29	56.39		11	"	"	4	6.24	104.32	28	28.46	130.19	
30	Pro	Obs.	12	"	"	5	5.07	106.32	29	30.11	132.05	
31	56.56	70.24	13	28.39	75.50	6	3.56	107.45	30	30.38	133.20	
Aug 1	54.33	72.45	14	28.06	76.32	7	3.22	110.25	31	31.34	134.56	
2	52.46	76	15	25.10	78.01	8	2.13	112.14	Sept 1	33.57	136.11	
3	50.41		16	27.38	78.31	9	5.11	114.38	2	36.34	137.27	
4	48.03	78.28	17	27.19	78.50	10	05	115.46	3	38.14	138.40	
5	45.36	79.01	18	27.01	79.33	11	2.03	117.45	4	37.52	137.17	
6	45.02	78.01	19	26.48	80.36	12	4.	118.14	5	36.31	136.07	
7	44.42		20	27.	80.52	13	6.10	118.43	6	37.00	136.36	
8	43.57	78.04	21	27.13	81.50	14	8.15	119.19	7	36.30	136.10	
9	44.20	77.50	22	26.32	81.25	15	10.33	120.14	8	36.40	133.59	
10	43.19	75.14	23	Pro	Obs.	16	12.46	120.55	9	36.33	132.45	
11	42.09	75.20	24	25.11	82.46	17	12.20	121.59	10			
12	42.25	76.20	25	23.25	84.27	18	14.26	120.18	11	35.43	130.34	
13	41.30	75.42	26	21.52	86.09	19	15.10	121.50	12	35.56	138.10	
14	40.34	77.44	27	20.26	87.49	20	16.30	122.30	13	36.39	126.03	
15	38.04	75.52	28	18.37	89.27	21	18.08	121.37	14	35.50	125.04	
16	35.20		29	16.47	90.34	22	19.22	120.29	15	36.39	123.34	
17	32.54	72.12	30	Pro	Obs.	23	20.49	119.34	16	37.17	122.45	
18	32.49	72	31	13.27	94.56	24	23.10	121.15	17	at San Francisco.		
19	Land.	Aug. 1	11.42	94.20		25	24.50	122.40		Times 8 12 days		
20	balparaiso		2	9.52	99.47	26	26.01	125.04		from New York.		

October ~~the~~ 1849

A few words now about San Francisco, and to use an old by word I must say that this is a Tall City and the population consists of people from every part of the globe and number about Eighteen thousand in the city and vicinity there is about Six Hundred buildings if they may so be called some of them built out of rough boards and timber some with a very light frame covered with canvas others covered with expensive muslin and some with Calico and from Six to Eight Hundred Tents of all shapes and sizes and there is goods in every store and plenty and in every street in the city and it is very seldom that a theft is committed here the laws are very good and are very strictly put in force the Gambling and run Mills can be found as often as every other building and it appears that they are not considered disgraceful in this country there is no respect of persons here so long as they conduct themselves in a quiet manner the poor are not despised for his poverty, nor the rich esteemed for his riches this makes all honest men let them be Black or white on a par with each other which is a consid-

erable different from any Country that
 I was ever in before and God grant that
 it may ever continue to remain so, it is now
 more than five months since there has been
 any rain of any account in this City but
 dust enough to satisfy any one, however this
 is not Gold Dust if was I presume we should
 not get so easily satisfied, the fore noon here
 are very pleasant, but about two o'clock
 Every day the wind commences to blow very
 strong when the dust flies so that, one can
 hardly see for it, there is now two hundred
 and ninety vessels in this harbor of different
 grades and a great many of them are used
 for storage the Harbor is a very good one
 vessels can lay here in perfect safety—
 The Steamer Oregon left here this morning
 for Panama with some five hundred passengers
 and over a half of a Million Dollars worth
 Gold Dust she weighed anchor at five this
 morning I sent by her a letter to my dear
 Wife, one to my Brother Thomas and an
 other to Brother John, D. Berry also a paper
 to my Wife and one to Thomas they are like
 almost every thing else in this Country very
 dear they cost each fifty cents, Oh California

I have left with Messrs Harris & Co
 of 191 Chrystie Street also in Peck Slip
 a Policy of Insurance on my Life
 for Twenty five Hundred Dollars and
 in Case of My Death my Wife
 Mable Biggs is to receive from
 Messrs Harris & Co five Hundred Dollars
 after the same shall have been Collec-
 ted from the said Insurance Company
 John S Harris
 & Wm Stone Companies
 the firm of Harris & Co } A R Biggs

I have also given B Woodhull Esq
 of Patchogue a Policy of Insurance
 for five Hundred Dollars as collateral
 security for three Hundred Dollars
 the above Policies are upon
 the United States Life Insurance
 Company of Wall St New York
 Patchogue March 15th 1857

A R Biggs

C. H. Perry Jr

To Board from } 1 per Board of Glass 1 12
 30th of Dec to 15th March being 11 weeks 14.25
 Co. 15.37

By 1 Cord Wood Carried to
 Kate O'Wicks

225

1/2 Cord to myself

112

Cash Paid Mrs Overton

John Perry Balance 10.00

4. Potter Shaw Library
San Francisco Maritime
National Historical Park